1948-49 **File No.** 255/36 XII

Public Works **DEPARTMENT**

A CLASS E.B.(1). **BRANCH** (11)

Subject:— Travelling Allowance

Orders in Connection with

[illegible]

[illegible] 1949

Part XII

File No. 255/36 XII

Std. Scott. Slip 24-A

Std. Sectt. 78A e.

G.R., G D., No. 2408, dated 22-6-22.]

Correspondence

DOCKET SHEET (B)

Subject :—

File No. 2551/36 XII

Public Works DEPT.

EB(1) BRANCH. II

References :—

Date.	To whom sent.	Notes and instructions.

Letter. No.C-114/6063 of 1948;
P.W.D. Eastern Circle Office,
Sholapur 30th September 1948

To

The Secretary to Government,

Public Works Department, Bombay.

Subject : Travelling Allowance to the Sub-Divisional Officer, Krishna Canals Sub-Division.

Since the Transfer of the Krishna Canals Sub-Division from the central Circle to the Eastern Circle in April 1947 the sub Divisional Officer is allowed ordinary Travelling Allowance limited to Rs.112/8/- per month.

2. The claims of Travelling Allowance of the Sub-Divisional Officer month by month commencing from April 1947 to March 1948 and these allowed by this office are given. below :-

Month.	Mileage travelled.	Amount of T.A. claimed by the S.D.O. Rs.	Amount of T.A. actually drawn by the S.D.O. after passing the bills by the S.E. Rs.
April 47.	47. 224	83--10--0	83--10--0
May	47. 504	131-- 5--0	112-- 8--0
June	47. 415	159--15--0	112-- 8--0
July	47. 446	211-- 5--0	112-- 8--0
August	47. 308	123--12--0	112-- 8--0
Sept.	47. 454	192-- 0--0	112-- 8--0
October	47. 375	157-- 2--0	112-- 8--0
November	47. 310	157-- 7--0	112-- 8--0
December	47. 596	248-- 1--0	112-- 8--0
January	48. 639	211-- 8--0	112-- 8--0
February	48. 298	84--12--0	84--12--0
March	48. 691	241--14--0	112-- 8--0

3. The jurisdiction of the Sub Divisional Officer is extensive

and.....

and consequently he has to travel more than that a Sub. Divisional Officer of a normal Sub-Division in receipt of Permanent Travelling Allowance of Rs.112/8/- is required to do. Moreover, he is required to make an idle run of about 54 miles, one beyond his jurisdiction for inspection of the Vijaya Krishna Bridge Road. Of the 54 miles, a distance of about 28 miles from both is in charge of the District Local Board, which is in a very bad condition. It is therefore not possible for the Sub-Divisional Officer to maintain a motor car of his own with such bad roads within the amount of monthly Travelling Allowance of Rs.112/8/- allowed to him.

4. It is, therefore, requested that sanction may kindly be accorded to allow the Sub Divisional Officer, Krishna Canals to draw ordinary Travelling Allowance limited to Rs.150/- per month from the 1st September '46.

MMB. 28.9.

Sd
Superintending Engineer,
Eastern Circle.

255/36/5866.

E. B. (I). P. W. D.

The S.E.,E.C.'s letter dwerleaf self explanatory. The average of the T.A. claimed by the S.D.O.Krishna Canals Sub-Division during the period from April 1945 to March 1946 comes to Rs. 167 per month approximately. In view of this the S.E.'s proposal to allow the S.D.O. in question to draw T.A.limited to Rs. 150 per month with effect from the 1-9-46 seems to be reasonable and may be accepted in w.o. consultation with the F.D.

Sd
20-10-46

This is not an exceptional case. Almost all S.D.O's who maintain cars are doing so out of pocket. It is necessary to take of the government general case. It is well known

S.A.O's.....

S.D.O.'s are nowadays unable to maintain in cases of motor cars of works are following. suffering.

The prices of cars have gone up by at least 200 % of cost of upkeep has risen by 100 % since prewar days. Nor is it possible for S.D.O.'s to go on spending one of these pockets as was the case in the prewar days. It is quite necessary to raise P.T.A. of S.D.O.'s to about Rs. 175 to 200 for those who maintain in cars. A smaller amount will do for the those who maintain M. Cycles. Corresponding increase is necessary for YBN and S.E.'s. If secy's agree this will be taken up with F.D.

Id

21-10

Many of the S.D.O.'s cannot even keep cars. This question will therefore have to be decided An allowance of Rs. 150 - on condition that a four Seater from motor car is maintained in working order to be fixed for norm S.D.O. Even if the allowance is given, the first cost of cars is so high that many S.D.O.'s hesitate to buy good cars.

Id

22-10-45.

I will I agree but I will detail statistics of cost and expenses which have to be worked out before approaching F.D.

Id

25/10

255/36/54658

P. W. D.

E. B. (I)

Resubmitted with reference to the notes on page 2 ante.

2. It may be stated that the general question of increasing

the amount

the present rates of P. T. A. of all categories of officers has been taken up by the F.D. in consultation with the other Deptts. The F.D.'s proposals which are received in this Deptt. are being drafted with my separately. It will be some time before the orders on these proposals are issued. It is, therefore, for consideration whether in the meanwhile the S.D.O., Krishna Canals Sub-Division may be granted a P.T.A. of Rs. 112½ (Rs. 75 Rs. 37½ temppy. increase) (-crmas in the case of other Sub-dnl. officers. If so, the P.T.A. may be granted with effect from the 1-9-48. When this rate is increased in the general enhn orders. The S.D.O., in question will automatically get increased P.T.A.

If the above proposals are approved the papers may be refd u.o. to the F.D. for its concurrence.

Id

28-10-48.

The proposals reasonable may be accepted.

Id

29/10

Id

30/10

U. O. R. to the F.D. of 30 - 10 - 48.

Fe. D./ 0 Br.

The proposal made in para 2 of the P. W. D. o.u. overleaf may be accepted.

Id

5/11

Ad

4-11-48

u. o. r. to P. W. D. of 5-11-48.

E. B. (I) P. W. D.

Submitted with reference to the notes within pp. 2-3

S. The.....

2. The draft put up may issue after submission to the E.M., P. W.D.

SE		SE
13-11-46.		15/11
Secy I	SE	
	15/11	
Secy. E D	SE	
	15/11	
E.M., P.W.D.	SE	
	16/11/46	
		SE
		17/11
		SE
		17/11

~~273/36.~~
~~6136.~~

Letter.

No.273/36-E(I). P. W. D.

S.C., 8th Dece. 1946.

To

The S.E.,E.C.

Subject: E.A. to the Sub-Dnl. Officer, Krishna Canals, Sub-Dn.

.....

Reference : Your letter No. S.114/6063, dated the 30-9-46.

2. Your request to allow the S.D.O., Krishna Canals Sub-Dn., to draw ordinary travelling allnce. limited to Rs. 150 p.m. cannot, it is regretted, be granted. He should be granted, with effect from the 1-9-46, a permanent travelling allnce. of Rs. 75 p.m. plus temp. increase at the existing rate of 50 p.c.

By order of the S. of E.,

Copy forwarded to -

the F.D.,

the A.G., Bombay (thro: the F.D.)

the Ex.Engr., Satara Dn.,

for information.

Id

13-11-46. Id

15/11 Id

15/11 Id

17/11

GOVERNMENT OF BOMBAY,

POLITICAL AND SERVICES DEPARTMENT,

RESOLUTION No.8329/46-P,

BOMBAY CASTLE, 29th November 1946.

Read Government Notification, Political and Services Department, No. 2751/46-P.I, dated the 2nd June 1946.

RESOLUTION:- The Government of Bombay is pleased to direct that the rates of Daily allowance admissible to servants of the States mentioned in schedule I, II and III of the Administration of the India States Order and the Dunta State should be the same as prescribed by Rules - 418, 419, 420 and 422 of the Bombay Civil Service Rules.

2. These orders should take effect from the 6th November 1946 in the case of Dunta State and in the case of the rest of the States from the appointed day as defined in paragraph 2 (1) (c) of the Order referred to above.

By order of the Governor of Bombay,

H.D. NEAL.

Chief Secretary to the Government of Bombay,
Political and Services Department.

To.....

To

The Accountant General, Bombay, (through the Finance Department).

All Chief Administrators of the integrated and merged States,

All Commissioners of Divisions,

All other heads of Departments and heads of offices, under the several Departments of the Secretariat.

The Finance Department.

All other departments of the Secretariat, (except the Separate Department).

Letter.
No. 11912.

Deccan Irrigation Circle,
Poona, 1, 15 December 1948.

To

The Secretary to the Govt. of Bombay,
Public Works Department, Bombay.

Subject : Grant of transfer T.A. claim to refugees who have come from West Pakistan.

Reference : Government Resolution, Finance Department No. 358/33, dated the 9th July 1948.

In accordance with the Government Resolution quoted above the transfer T.A. claims are to be allowed to the refugees who have now come in this Province and employed under this Government. While auditing the persons T.A. claims it has, however, been noticed that the persons preferring the claims are not in a position to produce the requisite vouchers of their claims for transport of personal effects in support. The headquarters from which the claim in question is to be admitted whether by a cheaper route or otherwise cannot also be verified in absence of any documentary evidence. It is, therefore, for orders whether claims as preferred are to be passed by the Controlling officer as in that case the Controlling Officer would not be in a position to certify regarding checking of claims etc. as required by rules.

Early orders are solicited.

Sd

Superintending Engineer, D.I.C.

Copy, with compliments, to the Executive Engineer, (each in the Circle) for information.

.....

295/36.....

275/46

7035½

P. W. D.

S. R. (II).

Please see the letter from the S.E., D.I.D., at p. 1 ante.

2. The question raised by the S.E. is of a general nature affecting all Depts. The S.E.'s letter may, therefore, be transferred to the F.D. after n.e.r. for issuing necessary orders in the matter.

3. It seems that in cases of the nature referred to in the S.E.'s letter it would be advisable to ascertain from the High Commissioner for India in Pakistan the head-quarters of the residence or of the office in which the refugee Govt. servant was last employed in Pakistan before his appointment under this Govt. The local officers should address the High Commissioner, thro the administrative Dept. concerned.

Id

21-12-46. A :- I dont think this is nec. S.E. can and ask the refugee to obtain a ~~objection~~ certificate on this point from some Gazetted Govt. officer. However F.D. may advise.

Id

24-12-46

Id

23/12

U. O. to F.D. dated 24-12-46.

Finance Department. (G)

The S.E. D. I. C. states that refugees from Pakistan are not in a position to produce vouchers for the transport of personal effects while claiming transfer t.a. in accordance with G.R., F.D., No. 355/33 dt. 9.7.45. It is not also possible to verify the head quarters and whether the route actually taken was the shortest or cheapest. He, therefore, seeks Govt. orders as to whether the claims may be passed as presented by the refugees.

2... ....

2. As regards vouchers for the transport of personal effects, it may be stated that before admitting claims on that account necessary vouchers must be produced. No claims should be admitted without such vouchers. As regards verification of headquarters and the route taken it does not appear necessary to make any references to the Indian High Commissioner in Pakistan. If the controlling officer cannot verify it with the help of documentary evidence he may take a written statement from the claimant. He may also satisfy himself as to the correctness of the claim by means of collateral evidence such as a certificate given to the refugee while in the former office. If necessary the refugee may also be asked to produce a certificate on the point from a Gazetted Officer as suggested by the D.S., P.W.D.

3. It does not appear necessary to issue any general orders on the point. It is long since the orders regarding transfer t.a. are issued. And the fact that such references as that from S.E. D.I.C. are few and far between shows that Controlling officers are not finding it very difficult to pass t.a. bills of refugees. It is not, therefore, necessary to get these pp. transferred to this deptt.. The P.W.D. may send a suitable reply to the S.E. on the lines of the above note.

Id
6-1-49

Portion 'B' overleaf will be sufficient to establish the place where the refugee was residing and will be sufficient for that purpose only. No general orders appear necessary. But it is not clear why the refugees cannot produce vouchers. Even though they were uprooted from their homeland, they should have preserved vouchers for amounts actually spent on the journey. We may take the view that if the controlling officer cannot satisfy himself as regards the correctness of a claim, the claim should not be admitted. Latitude may, however, be given to controlling officers - in fact it is already there in the rules

since.....

since the responsibility to as regards the correctness of a claim rests on controlling officers and not audit - to accept claims even in the absence of vouchers if the refugee can otherwise satisfy the control controlling officer as regards the correctness of his claim.

Id

11/1

Id

11/1

U. O. N. to the P. W. D. dated 13-1-49.

Letter.

No.255/36-H(II). 255/36 3209.

Public Works Deptt.,

R.C., 25th January 1949.

To

The S.E.,D.I.C.,

Subject: Grant of transfer t.a. claim to refugees who have come from West Pakistan.

.....

Ref: Your letter No.11912, dated the 15-12-48.

2. If it is found impossible to verify the claim of refugees for t.a., as on transfer, with the help of documentary evidence, the controlling officer should take a written statement from the claimant. The controlling officer should also satisfy himself as to the correctness of the claim by means of collateral evidence such as a certificate given to the refugee while in the former office. If necessary, the refugee should also be asked to produce a certificate on the point from a Gazetted Officer. The evidence, procured as mentioned above should be considered sufficient to establish only the place where the refugee was residing.

3. As regards the claim of the refugees for payment of charges on account of transport of personal effects, the documents could have

preserved.....

preserved vouchers for amounts actually spent for the purpose. If, therefore, the controlling officer is not able to satisfy himself as regards the correctness of the claim, it can be disallowed by him. But as the controlling officer can exercise a latitude in such cases, since the responsibility as regards the correctness of a claim rests with him and not the audit office, he can accept the claim even in the absence of vouchers, if the refugee can otherwise satisfy him as regards the correctness of his claim.

By order etc.,

Copy forwarded to -

the F.D.,

all Ex. Engrs. of Dns. in the D.I.C.

for information.

Id 26-1-49

Id 26-1-49

Very Urgent. No.33/2/9243 of 1948.

Kasik, 4th December 1948.

To

The Superintending Engineer, D.I.C.

Sub. :- Permanent Travelling Allowance to the Deputy Engineer i/c V.W.S. Sub - Dn. Satana.

Ref. :- The S.D.O., V.W.S. Sub-Dn.'s No. 32 of 15-11-48.

2. Kale in charge of Village Water Supply Sub-Dn. has requested to sanction him P.T.A. equal to that admissible to other S.D.O.s The jurisdiction of the Village Water Supply Sub.....

Sub-Dn. is over two talukas, namely Satana(Baglan) and Kalwan of the Nasik Dist. The Civil works are in progress and Lt. Kale has the inspect the works every now and then. A speedy conveyance like Motor or Motor Cycle is not useful in that area and hence Lt.Kale has to use hired conveyance whatever available and useful at the time of the his inspection. So a P.T.A. equal to Rs.112/8/- may please be sanctioned to Lt. Kale as early as possible (the usual P.T.A. form S.D.O. in charge of the Sub-Division).

Sd/- N. S. Chakravarty.
Ex. Engr., Nasik Irrign. Dn.

Below letter No.33/2/9243 of 4-12-43 from the Executive Engineer. Nasik Irrigation Division .

Deccan Irrigation Circle,
No. 11867 Poona 1: 15th December 1943.

Copy forwarded to the Secretary to the Government of Bombay, P.W.D., with ref. to correspondence resting with this office Nos. 577 of 24-6-43 and 7925 of 13-8-43 for favour of allowing a Permanent Travelling Allowance of Rs. 112/8/- p.m. to Lt. Kale on the lines recommended for Deputy Engineers in charge of Road Project and Village Water Supply Sub-Divisions.

2. Pending receipt of Government orders I am allowing T.A. to these officers limited to Rs. 112/8/- p.m.

Id
Superintending Engineer D.I.C.

Copy to the Executive Engineer, Nasik Irrigation. Divn., with ref. to his No.33/2/9243 of 4-12-43.

Id
14/12

Advance Copy. Travelling Allowance :

Revision of --

For further orders pl. see G.R's.,F.D. No.1922/33, dated the 29-11-49 and 21-6-50. (File No.313/48) 61194

for revised orders pl. see G.R.,F.D. No.1922/33, dated the 24-7-50.

GOVERNMENT OF BOMBAY

Finance Department.

RESOLUTION No. 1922/33. (313/48/63147), and No.313/48/56550.

Bombay Castle, 29th December 1948.

RESOLUTION OF GOVERNMENT.

In view of the revised classification of passenger traffic on railways with effect from 1st January 1949, the Government of Bombay has decided in partial modification of the relevant rules in the Bombay Civil Services Rules, that for the purposes of mileage allowance for journeys by railway Government servants of the First, Second, Third and Fourth grades will be considered to be entitled to classes of accommodation as detailed below :-

Grade.	Class of accommodation.
(a) (i) A Government servant of the First Grade. (ii) A Government Servant of the Second Grade, if in receipt of actual pay exceeding Rs. 500 per mensem.	Class I.
(b) (i) A Government servant of the Second Grade not included in (a) (ii) above. (ii) A Government servant of the Third Grade.	Class II.
(c) (i) A Government servant of the Fourth Grade.	Class III.

2. Mileage allowance for journeys on tour and transfer will be calculated on the basis of the fares of the new class (as specified in paragraph 1 above) to which a Government servant is entitled.

*For modification reserve Please see G.R.,F.D.,No. 1922/33,dated 21-6-50. (file No.313/48/56550)

3.* For purposes of calculating travelling allowance under the Bombay Civil Services Rules, Government has decided that only

officers.....

officers in receipt of actual pay exceeding Rs. 750 per mensem will be included in the First Grade. An officer who is included in the First Grade irrespective of his pay in in accordance with the existing rules, will, however, be retained in that grade provided that on the 31st December 1946, he holds in a substantive capacity a permanent post by virtue of which he is treated as a First Grade Officer on that date.

4. These order will take effect from the 1st January 1947 and will apply to Government servants whose travelling allowance is regulated in accordance with the Bombay Civil Services Rules, including officers governed by the Travelling Allowance (Secretary of State's Service Officers) Rules, 1939.

5. Necessary amendments in the Bombay Civil Services Rules will be made in due course. It is requested that these orders may be brought immediately to the notice of all Government servants.

By order of the Governor of Bombay,

Id

SECRETARY TO GOVERNMENT.

G. R. NO.1922/33 F.D. dated 29th December 1946.

To

The Accountant General, Bombay.

*The Prothonotary and Senior Master, His Majesty's High Court of Bombay,

*The Registrar of His Majesty's High Court of Judicature, Appellate side Bombay.

The Private Secretary to Governor, Bombay.

All Departments of the Secretariat.

All Other Heads of Offices under the Several Departments of the Secretariat,

*By letter.

No. of 1946.

Copy forwarded for information and guidance to -

No. G. 155/9875 Public Works Department.
Bombay, 13th October 1945.

To

The Secretary to Government,

Public Works Department.

BOMBAY.

Subject:-Mileages by road for journeys performed between places connected by rail.

****

Rule 397(b) of the B. C. S. Rules Manual, Volume I, which is applicable to Government servants in the Public Works Department only, allows an Officer, who is not in receipt of P. T. A., to travel by road between two places connected by rail, where the performance of such journeys by road by the officer is absolutely necessary in the discharge of his duties, and provided that the Controlling Officer is satisfied that it was in the public interest, that this journey should be made by road, he, the Controlling Officer, shall allow the calculations to be made at the rates for journeys by road and give a certificate to this effect on the T.A. Journal. But under note 2 to the rule referred to above, Officers in receipt of P. T. A. are precluded from the benefit of the concession to claim mileages by road for journeys performed by them between places connected by rail, and their claims for such mileages are to be regulated under rule 397(a) of the B. C. S. Rules Manual Volume I:

2/ It may be stated here that the note 2 referred to above reacts rather harshly in the case of Public Works Department Officers, who are in receipt of P. T. A., and who have necessarily very often to perform journeys by road between places connected by rail in the exercise of their duties and particularly when these Officers have no option to avail themselves of the rail route. To cite my own example, I was required in the month of January 1945, to show some of the National Highways to an Officer of the

Government.....

Government of India, and had no alternative but to travel by road with this officer, between places connected by rail. My claims for mileages by road for these journeys have however been objected to in audit by the Accountant General, vide this office letter No.S.175(a)/6009 of 1st September 1948, under which I have asked for a certificate from Government so to enable me to prefer my T.A. claims under B. C. S. Rule 397(a) as desired by the Accountant General, Bombay. I feel however that in a particular case like mine, full mileages by road should have been allowed to me, as otherwise, we may, in the future, have to refuse to take the Government Executive of India officials round on their tour of visits, or, in the alternative, we may be permitted to make use of hired conveyances at Government cost.

3. Similarly Sub-Divisional Officers, whose work to check road metal in neighbouring Sub-Divisions, have to travel by road in their cars, even between places connected by rail, in the performance of this duty; and it is felt that they too should be allowed full mileages by road when undertaking such journeys.

4. In view of the circumstances stated above, it is recommended that Government will please be moved to delete note 2 below B. C. S. Rule 397(b), or in the alternative some exceptions may be provided for under the note (2) referred to so as to make them applicable in particular cases of the nature referred to above, or the Controlling Officers may be empowered to make exceptions under rule 397(b) at his discretion in deserving cases.

Id

Superintending Engineer, B. C.

B. B; (I) P. W. D.

For disposal pl. see serial No. 60919.

Id

14-12-48

Name.....

Memo No.C.II-BIR-3697, dated the 16th October 1948 from the Accountant General, Bombay, to Rao Bahadur N.S.Joshi, Superintending Engineer, Special Investigation Circle, Dharwar.

Sub:- Dharwar Tr.Vr.No.44 for August 1948.
T.A. Bill for Rs.335-10-0

"For claiming milage under rule 337(b) ii of the B.C.S. Rs. for your journey on 17-6-48 between Belgaum and Dharwar, a certificate from Govt. is necessary. It may please be furnished. Till then payment of this milage may please be treated as provisional."

True copy

Sd

20-10-48.

Asst Clerk

to the Superintending Engineer.

Id Special Investigation Circle.

20/10

No.C-36 Office of the Superintending Engr.
Special Investigation Circle,
Dharwar, 20th October 1948.

To

The Accountant General,
Bombay.

Subject:- Dharwar Treasury Voucher No.44 for August 1948.
T. A. Bill for Rs. 335-10-0

Memo.

Reference: Your Memo No.C.II-BIR-3697, dated the 16th October 1948.

2. Rule No.337(b) of B.C.S.Rules does not, I consider, apply to journeys between Belgaum and Dharwar. The journey and milage is covered by rule 336 only.

3. Rule 396(a) lays down that journeys between two places should be made and charged by —

"The shortest of two or more practicable routes".

Rule 396(b) defines the word "shortest" as "that by which the traveller can most speedily reach his destination".

4. The time required for journey between Bhavnagar and Belgaum by alternative routes is as under :-

	Distance Rail	Road	Road	Hours	Minutes
(1) Railway by mail	75	+	9	5	30
(2) do by passenger	75	+	9	5	-
(3) Road by car (private)			48 Road	1	30
(4) do by Bus (public)			48 Road	2	30

It will be clear from the above that the route by road is the shortest being the speediest and should as such be used and mileage charged by the same.

As no doubt arises, no question of referring the matter to any one else (e.g. Government in my case) arises.

5. It will also please be noted that it is only in case of equally short (speedy) routes that the question of "choice of the two routes" arises. In this case the "road route" being the shortest the question of "choice of such routes" does not arise.

6. You will further note that the list of all cases under note No.3 below R.C.I. Rule 396(a), are special concessions beyond the provisions of (and not restrictions on) rule No. 396(a) and as no provisions exist in rule 397(a) or 397(b).

7. No question of production of certificates from Government, therefore, arises. In case, however, you do not agree to the above, kindly let me know so that I could take further action.

Ic
Superintending Engineer,
Special Investigation Circle.

Copy

Copy, with copy of Accountant General's Memo, forwarded with compliments to the Secretary to Government, Public Works Department, Bombay.

2. There appears to be a general misunderstanding that the certificate as per Note No. 1 below rule 397(b) is required for every journey by road whereas the two stations are joined wholly or partly by railway. This is, in my opinion, incorrect for reasons explained above.

3. The list of all cases below Note 3 under Rule 396(a) as well as provisions in rule 397(a) and 397(b) are concessions beyond the provisions made in rule No.396(a) and (b). The general tendency of audit, however, appears to be to interprete it as though they were restrictions on provisions of the two rules 396(a) and (b).

4. In case, however, even Government considers rules 396(a) and 397(a) and (b) as restrictions, the following may please be taken into consideration.

5. The travelling allowance due by

(A) Railway &

(B) Road between Belgaum and Dharwar.

is as under :, (for officer of the 1st grade)

(A) By rail - 1.1/2 times	
Rs.11-12-0 (First class)	Rs.17-10-0
(B) By road	
48 miles at 6 annas	Rs.24- 0-0
Daily allowance	" 9- 4-0
	Rs.33- 4-0

Actually one person's fare is also saved to Government when I go by road, the charges for a III class railway fare being Rs. 2/- by mail.

The total.....

The total of 2 above is, therefore, only about 6% more than that for A (vide rule 397(a).

6. But even otherwise the advantage of going by road is so great that no doubt about travelling by road, in this case, is left. Even normally the saving in time is 2 hours, but to this has to be added another 2 hours due to trains being late.

7. Besides the car is required for inspections and if I go by rail, I will have to hire a car which cannot be as serviceable and easily available as my own car. Loss of efficiency is sure to result if I go by rail.

7. I again invite reference to para 2 and 3 of endorsement and request Government to make it clear that no contribution is required from Government in this case. But in case Government considers it necessary, the same may please be given.

D.A.1 copy of
Accts. General's
Memo referred to.

Id

25/10

275/36/50919

E. B. (I). P.W.D.

The S.E., B.C., for reasons mentioned in his letter within states that note 2 below B.C.S.R. 397(b) reads rather harshly in the case of P.W.D. officers, who are in receipt of P.T.A., and who have necessarily very often to perform journeys by road between places connected by rail in the discharge of their duties and particularly when these officers have no option to avail themselves of the rail route. The S.E., therefore, recommends that the note refd. to above may be deleted or in the alternative some exceptions may be provided for under that note so as to make them applicable in particular cases of the nature refd. to in his letter, or the controlling officers may be empowered to make exceptions under B.C.S.R. 397 (b) at his discretion in deserving cases.

8. B.C.S.R. 397(b) reg, mileage allce. applicable to officers

of the.....

of the P.W.D. only. In this rule it is laid down that when it is possible to travel between two places either by rail or by road the mileage allce. should be calculated as if the journey has been made by rail; provided that, if the journey was actually made by road and it was in the public interest that the journey s should be made by road, the mileage allce. should be calculated at the rates for journeys by road. This rule is not, however, applicable to the P.W.D. officers who are in receipt of P.T.A. vide note 2 thereunder. The officers in receipt of P.T.A. are excluded from thepurview of this rule presumably because their P.T.A. is based on the travelling they are required to perform for the discharge of their ligitimate official duties. If such a n officer is required to perform journeys by road between the places connected by rail, in the public interest, he is allowed mileage allce. for these journeys at the rates for journeys by road but the P.T.A. admissible to him for the days covered by the journey is deducted therefrom according to B.C.S.R. 397 & 443. It seems that this procedure is alright in respect of the journeys performed by the officer in(in receipt of P.T.A.) for the performance of his legitimate official duties i.e. duties attached to his post but it seems that this deduction of P.T.A. is not equitable and just in respect of the journeys which they are required to perform not in connection with their legitimate duties i.e. duties attached to their post. For example the journey performed by the S.E., B.C. in January 1948 to chev some of thenational highways to an officer of the Govt. of India. Vide para 2 of his letter within. This was not his legitimate official work as S.E. andit seem harsh to make him suffer financially for doing this addl. work. Such journeys cannot be said to have been covered by the P.T.A. and officers concerned should in equity be allowed full t.a. as admissible without deducting P.T.A. for the days covered by the journeys. It is for consideration whether this may be done in consultation with the F.D.

The S.E., B.C.'s suggestion to delete note 2 below B.C.S.R. 397(b) cannot itseems be accepted but exceptions of the

type.....

type proposed above may be provided under that note.

3. The S.E., S.I.C. has refd. to Govt. the question reg. his T.A. claims for the journey performed by him between Belgaum & Dharwar on the 17-6-48. It seems that he has performed the journey by road instead of by rail and claimed mileage allce. at the rates for journeys by road. The Dy A.G. has not admitted the claims and he has asked S.E. to obtain a certificate from Govt. as required by B.C.S.R. 397(b) to the effect that the journey in question was in the public interest. The S.E. says that mileage allce. for journeys between Belgaum & Dharwar is governed by B.C.S.R. 396 and not by B.C.S.R. 397(b) and for the reasons stated in his endt. within he says that a certificate as asked for by the A.G. is not necy. The S.E., however, states that if his interpretation is not correct a certificate as required by B.C.S.R. 397(b) may be given.

4. The S.E.,'s contention that his case is solely governed by B.C.S.R. 396 does not seem to be correct in view of specific provisions of B.C.S.R. 397(b) which are for P.W.D. officers. The position seems to be that the case is governed by B.C.S.R. 396 as restricted by B.C.S.R. 397(b) and a certificate under the latter B.C.S.R. is required in this case as stated by the A.G. The F.D. may, however, be requested U.C. to advise in the matter.

Id

14-12-48. F.D. may advise in both cases

Id

Id 13/12

20/12

•

U. O. R. to the F.D. dated the 21-12-48. •with 1 indgl on (file No. S.192/60095).

Id

21-12-48.

Finance Department (C)

The points for consideration in these papers are as follows.

(1).....

(1) Note 2 below B.C.S.R. 397(b) may be deleted or in the alternative suitable exemptions to that note may be provided for in order to enable officers in receipt of P.T.A. to claim road mileage when they have to travel by road even though there is an alternative rail route.

(2) Whether journey by a P.W.D. officer by a route which is shorter but costlier than the rail route is covered by B.S.C.R. 396 or 397(b) or some other rules.

2. The first proposal has come from the S.E. N.C. who had to travel in his own(with Govt. of India official in order to show him some National Highways (vide pp. 1-2 ante), but he could not claim road mileage under B.C.S.R. 397(b) because he is in receipt of P.T.A. This Deptt. in its note of 6-10-45 on p. 3 of the P.W.D. file No. S-131/45089 advised that he might claim mileage allowance under B.C.S.R. 397(a) and forego P.T.A. for the relevant period. On further consideration, however, this ruling, unfortunately does not appear to be wholly correct especially in its application to the present case. The reasons are (i) that there was no go for the S.E. N.C. but to cover the whole route by road and (ii) B.C.S.R. 397(a) is a general rule providing concessions over the provisions of B.C.S.R. 396 whereas there are specific rules viz. 442-443 which provide for mileage fare in place of or in addition to P.T.A.

3. Under provisos 2 and 3 to B.C.S.R. 442 read with serial No. 18 in A pp. XXXI B.C.S.R's Manual (Vol.II) the S.E. is entitled to claim in addition to P.T.A., the difference between twice his P.T.A for the period and road mileage at one half the rate prescribed for him in B.C.S.R. 414, provided (i) the journeys were within the sphere of his duty and (ii) the cost of these journeys by a public conveyance exceed four times his P.T.A. for the period. If the two conditions are fulfilled, he may claim the concession of the two provisos to B.C.S.R. 442.

4. It appears, however, that the two conditions mentioned in the preceding paragraph are not likely to be fulfilled in this case. In that case and if the first condition mentioned above is not

fulfilled.....

fulfilled i.e. if his journey was beyond the sphere of his duty and it was done with proper sanction, then he may exchange, under B.C.S.R. 443, his .P.E.A. for the entire relevant period for the other allowances admissible under that rule. Thus he will be able to claim road mileage for the whole journey plus daily allowance for the days of halt or on which he travelled more than 20 miles. This amount will be considerable though he will have to forego his P.T.A. for the entire period.

5. In view of the provisions pointed out in paras. 3 and 4 above, there is no need to consider the first proposal in para. 1 above. The case of sub-divisional officers referred to in sub-para (2) of para. 2 of the S.E.R.C's letter of 3-12-45 will be covered by what is stated in para. 4 above.

6. The second point in para. 1 above has been raised by S.E., S.I.G. who travelled between Dharwar in his own car by a road route of 45 miles though there is a rail-cum-road route of 60 miles. He contends that the road route being the shorter of the two routes is the shortest route referred to in B.C.S.R. 396(a), and that he can claim mileage under that rule. The A.G. on the contrary contends that he being a P.W.D. officer, he can claim mileage under B.C.S.R. 397(b) and for that purpose a certificate from Govt. is necessary.

7. B.C.S.R. 396(b) defines the shortest route as "that by which the traveller can most expedily reach his destination by ordinary modes of travelling". From para 3 of his letter dated 30-10-45, it appears that the S.E., S.I.C. has based his contention only on a part of this definition; he has not taken into consideration, the words 'by the ordinary modes of travelling'. It appears that though a private car is sufficiently common these days, it is not so common as yet to be an ordinary mode of travelling. Apart from that, it must be noted that these are financial rules intended to exercise utmost economy consistent with the interests of public service. Thus, an aeroplane which will satisfy.....

satisfy the conditions of speed and shortness of distance will not satisfy the condition of the ordinary mode of travelling. In view of these reasons the shortest route between Kharur and Solapur as contemplated in B.C.S.R. 396(a) will be the rail route or the public bus route. This question, however, is only of an academic interest as far as the S.E. is concerned because he is a P.W.D. officer and as will be seen from what follows.

8. As a rule, special rules, when they exist, are applicable in preference to general ones. B.C.S.R. 396 is a general rule. Therefore, this rule will not apply because there is a special rule viz. B.C.S.R. 397(b) for P.W.D. officers and B.C.S.Rs 442-443 for claiming mileage in addition to or in place of P.T.A. There are two-up aspects of the S.E., S.I.C's case viz. (i) if he is not getting P.T.A. and (ii) if he is getting P.T.A.

9. If he is not getting P.T.A. his case is covered by B.C.S.R. 397(b) under which he can ordinarily claim rail mileage. But is he wants to claim road mileage, Govt. will have to be satisfied that he travelled by road in public interest. It appears that public interest in this connection contemplates examination of the road or supervision of some work going on the road itself and not merely saving of about two hours of time or necessity of a car at the destination, because the rule is for P.W.D. officers. If the P.W.D. is satisfied that this condition is fulfilled, (and of course if the S.E. is not in receipt of P.T.A.) this Deptt. may agree to the certificate of public interest being given in this case in order to enable the S.E. S.I.C. to claim road mileage.

10. If the S.E., S.I.C. is getting P.T.A. then he may claim the concessions of B.C.S.R. 442, if they are admissible admissible to him, as explained in para. 3 above otherwise he may claim the concessions of B.C.S.R. 443 as explained in para. 4 above.

Id

3-1-49

There is.....

There is no substance in either of the two points made by the P.W.D. The S.E. E.C. is presumably an officer in receipt of p.t.a. and his p.t.a. is supposed to cover all expenditure on t.a. for journeys within his charge. He is besides entitled to the concession of E.C.S.R. 442. Whenever he has to travel outside his jurisdiction it is open to him to claim ordinary t.a. under E.C.S.R. 443. It is not clear what kind of 'hardship' is involved in this case. The concession of E.C.S.R. 397(b) is obviously not intended for officers in receipt of p.t.a. because of what is stated in 'A' above. If - as appears to be the case - the journey in question was within his charge, his p.t.a. ought to be considered adequate compensation for this and other journeys. An officer in receipt of p.t.a. has to take the rough with the smooth and even if he finds himself out of pocket on some journeys, he need not run to Govt. for making some sort of 'exception' because there are periods when he has to do very little or no travelling and still is not prevented from drawing the full amount of his p.t.a. The argument that the S.E's journey with the Govt. of India officer was something extraordinary not covered by the S.E's p.t.a., is hardly tenable because such occasions for 'extra' duties are bound to arise in the case of all Govt. servants. Just as no special pay is given for occasional extra work similarly no 'extra' t.a. is justified for such occasional extra touring in the case of officers in receipt of p.t.a. I think there is no case for the P.W.D. proposal.

He got a P.T.A. of Rs. 253 Jd

A

2. The other point regarding interpretation of E.C.S.R. 396, has been fully dealt with in the office note above. The S.E's interpretation of the rule is not in keeping with what the rule really means. The shortest route is that by which the traveller can most speedily reach his destination by the <u>ordinary mode of travelling.</u> When two places are connected by rail and travel by the rail route is cheaper than travel by an alternative road route, travel by rail is, in ordinary circumstances, considered 'the ordinary mode of travelling'. This is based on the assumption that a Govt. servant is expected to be as circumspect in incurring

Government....

Government expenditure as he is when spending his own money and in the ordinary circumstances he would prefer a mode of travelling which is least costly.

Id
17/1

I agree with the A. S.

Id
18/1

u. o. r. to the P. W. D. of 19-1-49
with a linked case

E. B. (I) P. W. D.

for disposal pl. see serial No.14458.

Id
24-3-49.

Letter No.G.II/BSE/5824 dated the 16th January 1949, from the Accountant General, Bombay, to the Superintending Engineer, Special Investigation Circle, Dharwar.

- - - - -

Subject:- Dharwar Tr.Vr.No.44 for August '48

Ref:- Your memo No.G-38 dt. 30-10-48.

Memo.

"Between Belgaum and Dharwar for purpose of B.C.S.R. 396 the shortest and the cheapest route is the railway route only as there is no other public conveyance plying in between these two places though the modes of travelling between these may be different according as the journey is performed by railway or motor car by road. Mileage between these places in the normal circumstances is admissible by railway only unless the journey performed by road is covered by a certific issued by the competent authority under 396(a) or 397(b) as the case may be. As you have drawn road mileage admissible under 397(b) the certificate from Government to the effect that the journey was performed in the interest of public service may therefore be furnished at an early date."

- - - -

" True copy "

Sd
Head Clerk
to the Superintending Engineer K.I.C.

No.G-38

Office of the Superintending Engr.,
Karnatak Irrigation Circle,
Dharwar, 23 January 1949.

To....

To

The Secretary to Government,
Public Works Department, Bombay.

Subject:- Dharwar Treasury Voucher No. 44
for August 1948.

Reference: Continuation of endorsement below this office No.G-38 dated the 30th October 1948.

2. In reply to my letter No.G-38 dated the 30th October 1948, addressed to the Accountant General (and copy to Government) the Accountant General has written in still objecting to my-claims of journey by road - vide his No.G.II BSE/5824 dated the 10th January 1948 (copy attached)

3. He now states that -

"The shortest and the cheapest route is the railway route only, as there is no other public conveyance plying in between these two places. etc. etc."

4. The objection raised is neither correct nor does it fit in with the wording of the rule as it stands in the B.C.S.Rs.

5. Rule No. 396 makes no reference to "a public conveyance plying between any two places.

6. The Accountant General's objection is, therefore, not valid.

Further orders are requested in view of endorsement below my No. G-38 dated the 30th October 1948.

Id

Superintending Engineer
Karnatak Irrigation Circle.

D. A. :-

a copy of letter referred to

Copy forwarded with compliments to the Accountant General, Bombay.

P. W. L.

R. B. (I). P. W. B.

For disposal pl. see serial no. 14456.

Id

24-3-49.

No. 6-38 Office of the Superintending Engineer,
Karnatak Irrigation Circle,
Dharwar, 22nd February 1949.

To

The Secretary to Government,
Public Works Department,
Bombay.

Subject:- Dharwar Treasury Voucher
No. 44 for Aug. 1949.

Reference: This office No.6-38 dated 23-1-1949.

2. I am to invite reference to my above letter and request the favour of an early reply there to.

3. Further orders are requested in view of endorsement below No.6-38 dated the 30th October 1948.

Id

Superintending Engineer,
Karnatak Irrigation Circle.

253/36/14456

R. B. (I). P. W. Deptt.

Submitted (together with serial Nos. 4902 and 5789) with reference to the office note within.

2. Paras 1 & 2 of the office note dated the 14-12-48, paras 2-4 of the P.D. office note dated the 3-1-49 and para 1 of the P.D. Asstt. Secy's note dated the 17-1-49 :- Of the two conditions mentioned at 'A' in para 3 of the P.D. note within the first one cannot be fulfilled in this case as the journeys performed by the S.E., K.C. were not wholly within the sphere his duty and the second one is not also likely to be fulfilled.

Accordingly.....

Accordingly to the F.D's view the S.E. is therefore eligible for t.a. under B.C.S.R. 443 for the journeys in question. He has therefore to forego his P.T.A. for the days covered by the journey. As already stated in the previous office note this involves hardship as the S.E. has to forego part of his P T.A. which is intended to cover the cost of his journeys within the sphere of his duty. The F.D. Asstt. Secy's assumption that the journeys in question performed by the S.E.,B.C., were within his sphere of duty is not correct. It may be true that no spl. pay is given for occasional extra work but this cannot, it seems, be applied in the case of extra journeys because in the former case an officer is not put to any extra expdr. which in the latter case he had to actual extra expdr. for which, it seems reasonable that, he should be compensated. In the circumstances it is for consideration (i) whether this Deptt. may adhere to its original proposals at 'B', in para 2 on page 5 ante and the F.D. may be requested to agree to them or (ii) whether the F.D's view may be accepted. In the latter case the S.E.,B.C., will be informed that his request that either note 2 below B.C.S.R. 397(b) may be deleted or the controlling officers may be empowered to make exceptions under B.C.S.R. 397(b) in deserving cases cannot be accepted and he (the S.E.,B.C.) will be granted t.a. under B.C.S.R. 443 for the journeys performed by him by road with the Consulting Engr. to the Govt. of India (Roads).

3. Paras 3 & 4 of office note dated the 14-12-46, paras 6-10 of the F.D. office note dated the 3-1-47 and para 2 of the F.D. Asstt. Secy's note dated the 17-1-47 :- The F.D's view in this case may perhaps be accepted and the S.E.,N.I.C., may be informed that his interpretation of the 'shortest route' as defined in B.C.S.R. 396 is not correct.

As the S.E., N.I.C., is not getting P.T.A. his case is governed by B.C.S.R. 397(b). under this rule ordinary rail mileage is admissible. The S.E. has, however, claimed road mileage for the journey performed by him between Belgaum and Dharwar and has asked for a certificate to the effect that the journey performed by

road.....

road was in the public interest. Such a certificate is to be given if the journey was actually made by road and it was in the public interest. The first condition is fulfilled in the present case. As regards the second it may be stated that public interest interest in such cases contemplates, as stated by the F.D., inspection of the road or supervision of some work on the way which is inaccessible by railway or some urgent work at the destination for the performance of which motor journey by road was inevitable. None of these seem to have been fulfilled in the present case vide para 6 of the S.E.,T.I.C's endt. on page 6 ante. It is accordingly for consideration whether the S.E. may be informed that his case is governed by R.C.S.R. 397(b) and a certificate under that rule cannot be given.

Id
24-3-49.

I think the purpose of the journey undertaken by the S.E./ D.C. to show the National Highways viz Bombay-Poona and Bombay Agra roads, to an officer of Govt. of India is an exceptional one and in such F.D. may be requested to consider its decision and accept the proposal made by this Deptt, at D on page 6 ante, as a special case.

Regarding the Road journey performed by the S.E./ T.I.C. from Dulgaon to Kharagpur we may accept F.D's advice.

Id
26-3-49

Secy(I) We may accept the advice of F.D. in both cases.

Id
Id 28/3
29/3

Secy (R&B)

Letter.

No. 295/36/-E(I). P. W. Deptt.
B. G., 26th April 1949.

To

The S.E.,E.I.C.

Subject:- Travelling allce.

.....

Reference: Correspondence ending with your letter No. G.3W. dated the 22-2-49.

2. Your interpretation of the 'shortest route' as defined in B.C.S.R. 396 is not correct. For purposes of mileage allowance your case is governed by B.C.S.R. 397(b). You are accordingly entitled to rail mileage for the journeys performed by you between Belgaum & Dharwar on the 17-6-48. Your request to give you a certificate under B.C.S.R. 397(b) in order to enable you to claim road mile—age for the journeys refd. to above cannot, it is regretted, be granted.

By order etc.

Copy forwarded to -

The F.A.,

The A.G., Bombay (with reference to the letter A endt. No. G.3W, dated the 30-10-48, and the 23-1-49, from the S.E.,E.I.C.)

for information

Id Id

23-11-49 26-4-49.

Letter.

No. 295/36-E(I). P. W. Deptt.
B.G., 26th April 1949.

To

The S.E.,B.C.

Subject:- Amendment of B.C.S.R. 397.

Reference: Your letter No. G.155/5875, dated the 13-10-48.

2. Your request that either Note 2 below B.C.S.R. 397(b)

may be...

may be deleted or some exceptions may be provided under that Notwithstanding or the controlling officers may be empowered to make exceptions under B.C.S.R. 397(b) in deserving cases cannot, it is regretted, be granted.

By order of the G. of Bombay.

Copy forwarded to the F.D. for information.

Id
23-4-49.

Id
26-4-49

SAH
28-4-49

No. C.B.S. /1548.
Office of the Superintending Engineer, Northern Circle,
Ahmedabad, 11th May 1948.

To,

The Secretary to Government,
P.W.D. Bombay.

Subject:- Hired conveyance allowance.

.....

On account of the territorial changes effected as per G.R.P.W.D. No.6974/36 dated 19-12-1947, the office of the Superintending Engineer, Northern Circle, has commenced working from 31-12-47., Before Noon please vide this office NO.A/1 dated 31-12-47. The office is situated in Camp area and the members of the staff most of them are staying in the Ahmedabad City some five or six miles away from the office have to make use of hired conveyances e.g. mostly motor buses and seldom rickshaw etc. to come to office and the monthly average expense on that account come to Rs.12/- to Rs.20/- P.M. per head.

The office of the Commissioner, Northern Division, is situated in Shahibag area and the members of the Commissioner's office are in receipt of Conveyance allowance of Rs.10/- P.M. as per Government letter R.D.No.4286/45-E dated 20-3-47, copy attached. The Government servants employed in the office of the Additional D.S.P. which is situated some 2 furlongs farther away from the Commissioner's Office are getting Rs.12/-P.M. conveyance Allowance as per G.R.L. Home Department's No.1385/5-D dated 27-11-47, copy attached Superintending Engineer's office is situated still further away say about two furlongs away from the Additional D.S.P's Office and the bus fare to reach the office in Camp area is proportionately higher than for the places situated in Shahibag area. It is therefore justifiable to compensate the members of staff/technical and non-technical both on permanent and temporary Establishment including inferior servants by way of granting Conveyance Allowance to them at the rate of Rs.12/- P.M. for the expenses they incur daily for attending the office.

Government may therefore, please be moved to grant Conveyance

Allowance.....

Allowance of Rs.12/-P.M. to the Superior and inferior persons employed in Superintending Engineer's Office from the date of office is opened at Ahmedabad, i.e. 31-12-47 Before Noon.

Sd/- N.G.K.Murti.
Superintending Engineer, N.C.

True Copy.

Sd

Head Clerk to
Suptng: Engr: S.G.C.

No. 2470 of '49.
Office of the Suptng: Engr: S.G.C.
P. W. D. Surat, 16-5-1949.

To,

The Secretary to Government,
Public Works Department,
Bombay.

Subject:- Conveyance Allowance.

On account of the territorial changes, effected as per G.R., P.W.D. No.9493/36 of 29th September, 1948, the Office of the Superintending Engineer, South Gujarat Circle, Surat has commenced working from 25-10-1948 A.N. vide this office No.2 of 29-10-1948. On account of paucity of buildings in Surat City the office in the first instance, was held in a portion of the Executive Engineer's Office till end of December 1948. In the meantime, a hired building belonging to Mr. K.M. M.M.K/handwala, at the end of Athwa-Lines was hired for use as an office vide G.L.,P. W.D. No.10046/36-A(I), dated 14-12-48. The building was occupied on 1-1-49 and the office held there.

*will be put up if regd.

2. The members of the staff most of whom stay in the Surat City, have to make use of hired conveyances and they are very much out of pocket on this account. Most of the Offices in Surat are situated near Chowk. This office is an exception in this respect. With x regard to distances and cost of Bus F-ares this case is comparable with some similarity to that of the Commissioner's Office and Additional District Superintending of Police's Office ~~xxxxxxx~~ at Ahmedabad, (Shahibag). Enclosed is a copy of S.E.,N.C's

No.....

No.CSC/1648 dated 11-5-49, in which a case was made out for that office when it was located in Ahmedabad cantonment. Government in Public Works Department were pleased to sanction a conveyance allowance of Rs12/- P.M. to S.E.H.C.'s office vide Govt. letter P.W.D. No. 255/36-E(II) of 25-June 1948 and of 14th August 1948.

3. On similar grounds I request that Government in P.W.D. may please be moved to sanction a C.A. to all clerical and Technical and Inferior staff of Circle Offices Conveyance Allowance of Rs 11/- P.M. till such time as this office is located in Govt premises.

4. It has been separately recommended that this office may be shifted to Baroda on account of the merger. If this is approved this concession will operate from 1-1-49 till such date in the near future, when this office gets shifted to Baroda.. No proposals are therefore, being put up at this stage to build a new superintending Engineer's office in the compound of the Executive Engineer's Office at Surat.

Sd
14-5-49
Superintending Engineer, C.C.C.

Id
14/5

255/36
33124
P. W. D.

E. E. (II)

The S.E.S.C.'s proposal is based on the orders issued in G. R. No. 255/36-E(II), dated the 26-6-48. & 14-8-48. There is, however, no indication as reg. the total extra cost involved in the proposal. Under this information is considered necy., the S.E.'s proposal may be approved after u.o.r. to the F.D.

Id
25-5-49.

thro. A.E. I & WB

The total extra cost involved and the proposal may be ascertained from the C.E./C.C.C. This proposal of shifting the head quarters of the C.C.C. Surat & Baroda has not been approved.

Id
1/6/49

F. E. (II) P. W. D.

Resubmitted with a draft for approval

Id

2-6-49

Id

2-6-49.

Letter

No.255/36 - E (II). P.W.D.
D.C.; 3rd June 1949.

To

The S.E.,S.C.C.

Subject—Conveyance allowance.

Refre. Your letter, No. 2470, dt. the 16-5-49.

2. Pl. furnish the following information.

i) The extra cost per annum involved in your proposal to grant a C.A. to the staff of circle office

ii) The distance of your office from the city and charges for the Bus per trip from the city Post office.

Id

2-6-49

By order of the Govr. of Bombay.

Id Id

2-6-49 2/6

No. 2959 of '49

Office of the Suptng:Engr:S.C.C.
P.W.D. Surat, 7-6-1949.

To

The Secretary to Government,
Public Works Department,
Bombay.

Subject:- Conveyance Allowance. —

Reference:- Govt. Letter, P.W.D. No.255/36(II), dated 3-6-49.

.....

The required information is furnished below :-

(1) The extra cost per annum on account of this allowance to the

staff.. ...

staff of the Circle office will be approximately Rs.3570/- at Rs. 11/- P.M. per head.

(ii) The distance of the office from the City Post Office is nearly 3½ miles and the charges for the bus per trip from the City Post Office to the office is Rs.0-3-3 i.e. for the returns journey, it will be Rs.0-6-6 per day.

Id
7/6

Sd
7/6
Superintending Engineer, S.C.C.

255/36/37968.

F. B. (II). P. W. D.

Submitted with refce. to the G.L. No. 255/36-F(II), dt. the 3rd June 1949.

2. The required information having been received, it is for consideration whether the S.E., S.C.C.'s proposal may be considered favourably. If so, the F.D. may see these papers U.O.

Id
14-6-49.

S.E., S.C.C.'s proposal may be supported by this Deptt.

U.O. to F.D. of 16-6-49. Id
14-6-49

Finance Deptt.
'C' Br.

No conveyance allowance is ordinarily admissible for journeys from place of residence to place of duty and back. The Govt. of India have issued orders withdrawing the c.a. sanctioned by them to their servants. The general question of withdrawing similar allces. sanctioned by this Govt. is under consideration separately pending decision on this general question though conveyance allces. already sanctioned for definite periods have been continued. It would not appear correct to sanction new C.As. for journeys in question at this stage. Besides the mere fact that the office of the S.E., S.C.C. is located at a distance of 3½ miles from the city Post Office....

Office does not in itself justify the proposal what is required is whether the office is located at a long distance from the municipal limits of the city office also recollects that proposals of this type (other than those from Govt. servants in Ahmedabad city) have not been accepted. In the circumstances it would be difficult for F.D. to support the P.W.D. proposal.

Id
4-7-49.

I agree that we cannot extend the principle to offices in Surat. It must be noted that there are several persons working in Govt. Offices in Bombay City who come from distant places like Kalyan or Virar but none of them is given c.a. for attending office. It is true that some class III servants of Ahmedabad are given ca but we have taken up the general question of withdrawing the all-owce. in view of revision of pay scales.

Id
5/7

u.o.r. to F.D. dt. 5-7-49

Id
5/7

255/36/14368.

Letter.

P. W. D.

No. 255/36-E(II).

B.C., 11th July 1949.

To

The S.E., S.C.C.

Subject : Conveyance Allowance.

Ref:- Corres. ending with your letter No. 2959, dt. the 7-6-1949

2. Your proposal to grant a conveyance allowance to all clerical and technical and Inferior staff of Circle offices cannot be accepted.

D.A.N.L

Id

By order of the Govr. of Bombay.

8-6-49 Id

8-7-49.

MEMORANDUM.

No. DA IX - 5DD - 1043 dated the 23rd May 1949.

From

The Accountant General Bombay.

To

The Secretary to Government P.W.D. Bombay.

Subject:- T.A. to chawl superintendents and inferior servants on transfer from one centre to another in Bombay.

I am to invite reference to Government letter P.W.D. No. 255/36 dated 13-10-42 sanctioning actual T.A. to Chawls Superintendents and inferior servants working under Director D.D. Chawls, on transfer from one centre to another in Bombay (Copy received from the Manager D. D. Chawls).

A|

The Manager, D.D. Chawls has submitted a bill for pramanit in which coolie charges have been claimed in addition to the charges for shifting personal effect, it may please be stated if such charges can be admitted in audit as actual expenses mentioned in the above Government Letter.

The favour of an early reply registed, is requested.

Sd

Assistant Accounts Officer 20/5

255/36/34836 I. R. No.121
2-6-49

F. D. (II). P. W. D.

The coolie charges claimed in addition to the charges for shifting personal effect on transfer from one centre to another in Bombay cannot be treated as actual cost of conveyance, and hence cannot be admitted in audit. The A.G., Bombay, may be informed accordingly after u.c.r. to the F. D.

Id
28/5/49.

But what are these coolie charges for? The Director D. D. Chawls may be requested u.o. to elucidate in the first instance.

Id 2/6

Id 28/5

u.o. to the Dir. D. D. Chawls. of 30-5-49.

Below u.c.r. No. 255/36/34836 dated 30-5-1939 from the Sec. to Govt., P.W.D., Bombay, re. an objection raised to the payment of coolie charges to the chawls superintendents on transfer from centre to centre.

Returned with compliments to the Secretary to Government, P.W.D., Bombay.

2. The coolie charges claimed by the Chawls Superintendents on transfer from centre to centre are on account of the actual expenditure incurred by them for removing and keeping their kits from and to their respective quarters in D.D. Chawls while on transit in G. T. D. Trunk. The actual expenditure incurred by them including coolie charges is to be met by Government. The Accountant General, Bombay, may please be informed accordingly.

Id
18/6

Director

D. D. Chawls.

U.O.H. No. IH2/1255 dated, 20th June 1949 to the Sec. to Govt., P.W.D., Bombay.

255/36/40262

F. D. (II) . P. W. D.

Submitted with ref. to the u.o.r. dt. the 30-5-49.

2. In view of the remarks of the Dir. D. D. Chawla the A.G., Bombay, may be informed that the coolie charges should be admitted in audit as actual expenses for shifting personal effect on transfer from from one centre to another in Bombay. Necessary orders may issue after u.o.r. to the F. D.

Id
22/6/49.

Id
22/6/49

Id
24/6/49

U. O. to F. D. of 23/6/49

Finance Deptt. 'C'

Before the P. W. D. proposal is considered in F. D. it seems desirable to see the proceedings underlying the Govt. Letter sanctioning actual T. A. to Chief Supdts. and inferior servants working under Dir., D.D. Chawla - vide 'A' of the A. G.'s letter at p. 1 ante. The P. W. D. may, therefore, be requested to forward the same to this Deptt. in the first instance.

Id
6/7

Id
6/7

U. O. F. to the P.W.D. dt. 7-7-49.

255/36/45238

P. W. D.

F. D. (II).

Submitted with ref. to the u.o.r. dt the 23-6-49.

2. File No.255/36-III containing letter No. 255/36-F, dt the 18-10-42 and the proceedings underlying its may be forwarded to the F. D. with these papers.

Id
13-7-49.

Id
13-7-49.

th file
55/36 III

u.o. to F. D.

F.D....

Finance Deptt.
(C'hr.

From the papers underlying C.L. P.W.D. No. 255/36 dt. 12-10-42, it will be seen that there is no specific reference to the scolie charges, to which an objection has been raised by the A. G. Moreover the definition of actual travelling expenses given under Rule 9(2) of B.C.S. Rules does not include such changes. F.D. may not therefore agree to P.W.D. proposal.

Id 15/7

Id 16/7

Strictly speaking a transfer always involves chage of Headquarters and there "transfers" are not transfers at all. Govt. has, however, allowed, as a special case, "actual travelling expenses" under B.C.S.R. 465. What was really intended was actual transportation charges such as would have been admissible, had there been a regular transfer. From a perusal of B.C.S.R. 490 it will be seen that that rule does not admit "scolie charges". F.D. may not therefore agree to scolie charges being allowed. The claim should be confined to actual transpat's charges i.e. what was paid to the C.P.S. in the present case.

Id
16/7

u.o.r. to the P.W.D. dt. 15-7-49.

255/36/47563

Letter.

No. 255/36-I(II). P. W. D.
B.C., 25th July 1949.

To

The A. C. B'bay (through the F. D.)

Sub:- T. A. to Chemi Supdts. and inferior servants on transfer.

Ref:- Your letter No.D.A.-II-HHS -1043, dt the 23-7-49.

2. Coolie charges in addition to the charges for shifting personal effect of Chemi Supdts. and inferior servants at the D.D. Chemis on transfer from one centre to another in Bombay should not be admitted as actual cost of conveyance in audit.

D.A.Nil

D. A.- Nil.

By order etc.

Copy forwarded to

The F. D.,

The Dir., D. D. Chemis,

for information.

Id
23-7-49.

Id
23-7-49